

Entertainments.

WOODYEAR'S ROYAL AUSTRALIAN CIRCUS.
Standing Room only at 9 p.m.
GLORIOUS RECEPTION OF OUR NEW COMPANY.
EACH NEW MEMBER RECEIVED QUITE AN OVATION.

THE NEW PROGRAMME!
A BRILLIANT SUCCESS!
THE HURRICANE HURDLE ACT.
THE BEAUTIFUL LADY TRAPEZAN.
THE WONDERFUL JAPANESE.

TO-NIGHT!
TO NIGHT!

TO-MORROW AFTERNOON,
14 JULY, 1888.

SPECIAL AFTERNOON PERFORMANCE FOR SCHOOLS AND FAMILIES.

Doors open at 3.30, commencing at 4 p.m.

PRICES FOR CHILDREN:—1st Class, 50 Cents; 2nd Class, 30 Cents; 3rd Class, 20 Cents; Servants in care of Children, 50 Cents.

NEW COMPANY:
NEW PROGRAMME FOR THE LITTLE ONES.

Prices of Admission:

Private Boxes containing Six Chairs \$12.00
Single Chair in Boxes 2.00
Dress Circle Chairs 1.50
Stalls (Carpeted Seats) 50
Pit 25

Children under 12 years of age and Naval and Military in Uniform Half-prices to all parts except to Pit.

N.B.—No Europeans will be admitted to the Pit.

Boxes and Seats can be reserved at Messrs. KELLY & WALSH, Ltd.

ROBT. LOVE,
General Agent.

Hongkong, July 13, 1888. 1163

For Sale.

FOR SALE.

JULES MUMM & Co.,
COMPAGNE,
MONDAY NEXT, 16th July.

Quarts \$20 per Case of 1 doz.
Pints \$21 " " "

Dubes Frères & de Gérard & Co's

BORDEAUX CLARETS AND WHITE WINES

Barker's Celebrated "Buddy Blue"

WHISKY.—\$72 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 13, 1888. 1187

D. O. R. O. T. H. Y.

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undesignated having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding 20,000 at reduced rates.

HOLIDAY, WISE & Co.

Hongkong, July 25, 1888. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undesignated, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undesignated, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, July 15, 1887. 1340

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS' AND ENGINEERS are

respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undesignated is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1888. 1458

Peninsular & Oriental Steam Navigation Company.

NEW AND ACCELERATED DIRECT SERVICE TO LONDON VIA MARSEILLES FROM JAPAN AND CHINA.

ON the 10th May, at Noon, and fortnightly thereafter, until further Notice, the Company will maintain a DIRECT SERVICE between HONG-KONG and LONDON, VIA MAR-SEILLES.

This improved service will abolish all Transhipments, and it is intended that it shall maintain a high reputation for quick transit, careful delivery of cargo, and for passenger accommodation and cuisine.

The attention of passengers is specially called to the greatly improved Second-saloon accommodation and attendance.

E. L. WOODIN,

Superintendent.

Hongkong, May 8, 1888. 754

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAL-LAUNCH MORNING STAR

CROSS DAILY AS A FERRY boat between Pudding's Wharf and Tsim-Tso-Tau at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG,

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

*10.15 " *10.30 "

10.45 " 12.00 "

12.15 P.M. 12.30 P.M.

12.45 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 3.00 "

3.30 " 4.00 "

4.15 " 4.30 "

4.50 " 5.10 "

5.25 " 5.40 "

6.00 " 6.15 "

6.45 " 7.00 "

7.15 "

* There will be no Launch on Monday and Friday, on account of cooling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of absence of weather, due notice will be given of any stoppage.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANNA, German schooner, Captain H. Mainzschien.—Siemsen & Co.

ARON, Norwegian barque, Captain A. Christensen.—Captain.

SACROS, American ship, Captain J. O. Butler.—F. & O. S. S. Co.

To-day's Advertisements.

DEPARTURES
July 13.—
Carmarthenshire, for Nagasaki and Kobe.
Plainshire, for Amoy.
Proprietary, for Nagasaki.
Puyeh, for Swatow.
Soochow, for Macao.
Fookang, for Swatow and Shanghai.

CLEARED
Clara, for Haiphong.
Wyvern, for Bangkok.
Kwang Lee, for Shanghai.
Freight, for Haiphong.
Haiphong, for Saigon.
Ginebar, for Shanghai.
Metropia, for Nagasaki.

PASSENGERS
ARRIVED
For PEKIN, from Shanghai: for Hongkong, 10 Chinese, and 1 child; for Singapore, 1 Chinese; for London, via Marseilles, Lieut. Gen. Perle, R.N.

For Polyphemia, from Singapore, 130 Chinese; for Soochow, Rev. Ost, and 70 Chinese.

For Kong Beng, from Bangkok, 130 Chinese; for Macao, 1 child; for Singapore, 1 child; for London, via Marseilles, Lieut. Gen. Perle, R.N.

For MARINA.—
Per Vesper, at 3.30 p.m., on Saturday, the 14th inst.

For SHANGHAI.—
Per Kwang Lee, at 3.30 p.m., on Saturday, the 14th inst.

For SAIGON.—
Per Cleopatra, at 4.30 p.m., on Saturday, the 14th inst., instead of as previously noticed.

For PORT DALWIN, SYDNEY, MELBOURNE & ADELAIDE.—
Per Ontario, at 3.30 p.m., on Monday, the 16th inst.

MAILS AT THE FRENCH PLAZA.—
The French Contract Packet *Séguin* will be despatched on THURSDAY, the 19th July, with Mails to the United Kingdom, Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australian Colonies, Aden, Natal, and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails.

HOURS OF CLOSING THE ENGLISH AND FRENCH MAILS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 o'clock before.

5.00 A.M.—Posting of Prices Current and Circulars.

Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all.

10.00 A.M.—Registry cases.

10.30 A.M.—Postage of Newspapers, Books, and Patterns cases.

11.00 A.M.—Mail closing.

11.10 A.M.—Lettres Légères may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

12.00 M.—Posting of Prices Current and Circulars.

The Extra Steamers of the Messageries Maritimes Company between Colombo and Calcutta have been withdrawn. From the direct communication with Madras and Ceylon, by Messageries packet will be twice weekly, Sat., viz., on the following date of departure from Hongkong:—

June 7, Aug. 1, Oct. 30, November 23, July 5, September 27, December 26, August 2, October 26.

Mails for India will be made up by the intermediate packets as far as possible for transmission to Colombo, whence they will go to Madras by the first opportunity.

Hongkong, May 10, 1888.

Vessels Advertised as Loading.

Destinations. Vessel. Captain. Agents. Date of Leaving.

Bombay, via Straits. Khiva (s). P. & O. S. N. Co. July 16, at noon.

Bremen, and Ports of Call. Promson (s). Norddeutscher Lloyd. August 2, at 10 a.m.

Bucca, &c., via Suez Canal. Cassandra (s). Siemsen & Co. July 23, at 10 a.m.

Budapest, and Ports of Call. Hutchison. Butterfield & Swire. July 14, at 4 p.m.

Buenos Ayres. Pollio (s). P. & O. S. N. Co. July 15, at noon.

Buenos Ayres. Arnhold, Karberg & Co. About July 20.

Buenos Ayres. Merino & Hirose (s). Dowling. Adamson, Bell & Co. About July 30.

Buenos Ayres. Messageries Maritimes. Adamson, Bell & Co. July 19, at noon.

Buenos Ayres. Monmouthshire (s). Adamson, Bell & Co. July 17, at daylight.

Buenos Ayres. Tuning. Pacific Mail S. Co. About July 24.

Buenos Ayres. San Francisco. Oceanic (s). O. & O. S. N. Co. July 15, at 3 p.m.

Buenos Ayres. San Francisco. Electra. Russell & Co. July 23, at 3 p.m.

Buenos Ayres. Ching-wo (s). Russell & Co. Quick despatch.

Buenos Ayres. Diomed (s). Russell & Co. Quick despatch.

Buenos Ayres. Sarpodion (s). Butterfield & Swire. July 14, at daylight.

Buenos Ayres. Jardine, Matheson & Co. July 14, at 3 p.m.

Buenos Ayres. Douglas Lapraik & Co. July 15, at 9 a.m.

Buenos Ayres. Gib. Livingston & Co. July 14, at 4 p.m.

factory. The inquests also revealed that the authorities were not acquainted as they ought to be with what was going on. Neither the Colonial Surgeon nor the Governor of the Gaol knew where the water supply was got from. Under these circumstances our contributor addressed some very forcible questions to the Governor on the matter; and we think he was perfectly justified. A week afterwards cholera diarrhoea had all but disappeared from the Gaol; and we took the opportunity of pointing out that the speedy manner in which the disease had been stopped there, when proper precautions were taken to guard against the effects of the changeable weather and the impurity of the water supply, proved that it was totally different from Asiatic cholera and was entirely non-infectious. We deprecated then and we have continued to do so—since the policy of writing alarming articles hinting at the existence of Asiatic cholera & props of every case of death from diarrhoea among the European population. We wrote strongly about the state of the Gaol, because we believed that strong language was necessary, but once affairs were righted there our interest in 'sensationalism' as the *Daily Press* would have it, ceased. The *Hyojo News* does exaggerate the state of affairs a little when it speaks of the unfortunate prisoners 'dying like rotten sheep under conditions that are disgraceful to every official in the slightest degree responsible'; but that our remarks in no way conveyed the impression that the city was generally 'infected' with cholera may be seen from our *Hyojo* contemporary's article, which is entirely taken up with the state of affairs in the Gaol and contains no allusion to the port being infected.

The alarm about the port being infected arose from a quite different quarter. The Manila papers specified the source, but as we were not concerned with impulsive blame to anyone we merely inveighed against the general system of alarm-raising. The statement of the *Daily Press* that we called the Governor a silly croaker and shrieking alarmist is false. It requires a good deal of twisting to make our remarks applicable to his minute, and at the time of writing we were not thinking of it at all. His Excellency wrote strongly to the Sanitary Board in order to waken up that body, and we think there was a good deal of justification for the course he took. But that is a different thing from persistently shrieking that the Colony was attacked by the terrible disease of cholera. We do not favour a policy of suppression. We told straight out what we thought about the outbreak in the Gaol, and since then we have adhered to the truth—the truth that there was really no epidemic in town and that if people would take the precautions necessary in wet, changeable weather there was no need for any anxiety.

What has led the *Daily Press* to make the furious attack on the *China Mail* that appeared in its columns this morning we do not know. The last thing we would have thought of would be to blame our contemporary for alarming the public about the spread of cholera. It never wakened up to the existence of the disease that was in our midst until that disease had all but disappeared. Of publishing alarming articles we could not accuse it, for there were no articles at all on the subject in its columns. The only article that had some bearing on the question appeared last Monday, when, taking the mortality statistics as basis, our contemporary endeavoured to prove that the death rate in the British and foreign community was 80 per cent higher than the average of the last ten years. A correspondent clearly showed how erroneous and misleading such a statement was. The Registrar General's returns for 1887, the only reliable returns, show that the death-rate for last year was 23.31 per thousand among the British and foreign community—an increase of about 16 per cent, which is easily accounted for by the outbreak of small-pox at the end of the year. Last year the Sanitary Board began to publish mortality statistics, in which the death rate of the Foreign and British community, exclusive of the Army and Navy, is given. The Sanitary Board estimates this class of the community, that is all non-Chinese in the civil population, at 6,456, and on this basis made the death rate for last year for this class 33.6 per thousand. The basis of calculation is a very doubtful one, and, as our correspondent pointed out, it is absurd to compare, as our morning contemporary did, these figures with figures of previous years on a quite different basis—that of the Registrar General, who estimates the whole British and foreign community, at 10,500—and to cry out that the Colony is earning the bad reputation it enjoyed in the first days of its history.

As we said at the beginning, the main object to be striven after now is to convince the neighbouring colonies that the disease, which was never of an infectious character, has almost entirely disappeared from our midst; and if this is accomplished, we can easily pardon our contemporary his hard words and unjust accusations.

Judge: 'The prisoner is discharged.' Prisoner: 'Well, before I didn't know I was loaded.'

Young Bachelor—I see Mrs. John Sherrwood says American men are the most indulgent husbands in the world. Married Men—'Humph! We have to be—Owchow World.'

TELEGRAMS.

(From *Le Courier d'Haiphong*.)

VOTE OF CONFIDENCE IN THE FRENCH GOVERNMENT.

PARIS, 4th July.

In the Chamber of Deputies an interpellation was addressed to the Government on its home policy, ending in a vote of confidence in the Ministry, voted by 320 ag. inst. 172.

(From *Singapore Papers*.)

THE TROUBLES IN ZULULAND.

London, July 5.—Sir Arthur Havelock has sanctioned the enlisting of volunteers to reinforce the constabulary in Zululand. In the House of Commons Mr. W. H. Smith said there was no reason to apprehend a serious war in Zululand, and that there was every hope of a very speedy settlement.

GERMANY AND RUSSIA.

Berlin, 6th July.—The Emperor will visit St. Petersburg about the middle of the month and stay at the Peterhof. He will attend a grand review at Krasnoe.

ANOTHER TYPHOON.

We received last night, about 8 o'clock, the following telegram sent from Bohol to the Spanish Consul in Hongkong:—

Another typhoon is blowing to the N.N.E. of Luzon, close to the coast; it will probably take the direction of the previous one. Bad weather is probable in the China Sea.

To-day, about 10 a.m., the Consul kindly forwarded us the following message:—

The centre of the typhoon announced yesterday is going to cross the northern provinces of Luzon, and its direction appears to be from E.S.E. to W. N.W. It is not known whether or not it will recurve in the China Sea.

11.10 a.m.

The typhoon has now the same direction as stated this morning, and is marching slowly.

Dr. Dobarch writes at 10 a.m. to-day:—

Directions to hoist the Red Drum were issued at 7.12 p.m. on the 12th. There was a typhoon E. of the Balingting Channel yesterday indicated by a falling barometer in Luzon. At 9 a.m. the centre was situated between Formosa and Luzon and has now entered the Southern part of the Formosa Channel. Telegraphic communication is interrupted.

LOCAL AND GENERAL.

PAUSED HERE CANAL.

OUTWARD BOUND.—Amphrite, 18; Red Sea, 25; Chancellor, June 1; Lessington, 8; Gem, 12; Amphrite, Hampshire, 15; Glencon, Westminister, Gloucester, 26; Hesperia, Telemachus, July 3; Steator, Cachar, Sankomari, Sunkiang, 6.

HOWARD BOUND.—Glenlyon, Deepdale, June 5; Kiphates, 8; Mosser, 12; Iphigenia, 15; Ida, Glen Isle, 19; Erebus, Stratheden, 22; Menelik, Altonaer, Frigga, 20; Glenlo, Ningchou, Prometheus, Altnore, July 3; Cyclops, Djemna, Neckar, 8nt.

O. & O. Co.'s s.s. Oceanic, with the AMERICAN Man of June 21st, was to leave Yokohama at daylight on the 10th July, and may be expected here on or about the 16th July.

The steamship Natal, with the FRENCH Maré, June 16th, left Singapore on Wednesday, the 11th instant, at 8 a.m., and may be expected here on or about Wednesday, the 18th instant. This packet brings reply to letters despatched from Hongkong on May 6.

The P. & O. Co.'s steamer Dazzle, from Bombay, left Singapore for this port on the 11th inst., at 7 a.m., and may be expected here on or about the 16th inst.

The O. S. S. Co.'s steamer Sarpedon, from Liverpool, left Singapore on the 11th inst., and may be expected here on or about the 17th inst.

The P. & O. steamship Thibet left Bombay for this port on the 7th inst., at noon.

The P. & O. regular fortnightly steamer Teheran will leave Bombay for this port on the 18th inst.

The Peak Tramway will run a special down train at 8.45, returning at midnight, on the nights of performance of the Opera Company.

Taz Superintendent of the P. & O. Co. informed that the Company's extra steamer Perseus left Bombay for this port to-day, and that the regular fortnightly steamer Teheran will leave on Wednesday, the 18th instant.

We would remind our readers of the afternoon performance at Woodey's Circus tomorrow. The children will enjoy a rare treat, and we have no doubt families at the Peak will take advantage of the tramway to let their little ones enjoy the show.

Chin Cheung, fishmonger, was charged before Mr. Wodehouse in the Police Court this morning, at the instance of Inspector Rao, with exposing a quantity of putrid fish for sale. Inspector Rao said the fish, which he found being offered for sale, at 7.30 this morning, were quite unfit for human food. The defendant was fined \$23, with the alternative of 14 days' imprisonment.

The line of Imperial Telegraphs is to be extended from Kiukiang to Ngan-ch'ang, the Capital of the Kiangsi Province, and from thence to connect with the Canton lines.

Cholera in Anoy, according to native papers, seems for a time to be held in check, not more than twenty or thirty percent of those who have been attacked succumbing to the disease. At Changchow, however, report has it, that during the last two months more than three thousand deaths have occurred.

Judge: 'The prisoner is discharged.' Prisoner: 'Well, before I didn't know I was loaded.'

Young Bachelor—I see Mrs. John Sherrwood says American men are the most indulgent husbands in the world. Married Men—'Humph! We have to be—Owchow World.'

A coolie named Wong Sing was brought before Mr. Wodehouse in the Police Court this morning charged with stabbing another coolie in the breast with a pocket-knife. Police Sergeant Ford said he heard the two men quarrelling near the Parade Ground this morning. He ordered them to be quiet, and then walked in the direction of the Praya. Before he had gone far he saw defendant running away from the other man. Witness gave chase and saw the defendant arrested. It was found afterwards that the other man had been stabbed and he was immediately sent to hospital. The case was remanded, defendant being allowed bail in two summos of \$25 each.

Or late, Foochow has been subjected to heavy floods which have caused the residents much trouble and inconvenience. Fortunately, however, they have not yet assumed serious proportions.

TAX N. C. Daily News says:—Prince Qu'un, otherwise called the Seventh Prince, was glad to hear is now convalescent. The Emperor sent one of his own physicians medical advice to see him lately, who found his pulse irregular, liver in bad order, and stomach empty; he therefore prescribed a medicine to settle the liver and repair the vacancy in the stomach, the good effects of which made themselves rapidly visible; and it is thought that H.I.H. will soon be able to return to his duties at Court. He

was remanded, defendant being allowed bail in two summos of \$25 each.

The construction of a light-house on Cape Padaran, was, according to *Le Courier d'Haiphong*, begun more than a month ago. The platform on which the light is fixed will be 100 metres above the level of the sea, while the tower supporting the light will have an elevation of 12 metres. It is expected that the work will be completed in October. A commission is also engaged to study the work for the construction of a light on the Norway islands, about 25 miles S.E. of the mouth of the river Cua-can. The French are doing a good work in studing the Indo-China coast with light-houses. Will our will ever begin?

We have received the July number of the Chinese Recorder. It contains several fairly interesting articles. Rev. H. P. Beach sketches out the principles of a system of semi-phonetic writing for Chinese, based on Pitman's shorthand. Mr. Duncan Kay commends Dr. Crawford's phonetic symbols. There is a continuation of Dr. Edkin's article on the books of the modern religious sects in North China. Rev. H. C. du Boss brings to a conclusion his very interesting article on Soochow, and the 'Historical Landmarks of Macao' are brought down to 1850. The most of the other articles are of a purely religious character.

ATTEMPTED PLIAGE AT SINGAPORE.—The Singapore Free Press of 6th inst. says:—Particulars of a bold attempt at piracy were brought to Singapore yesterday by Mr. Miles, an overseer on the Pengrover Estate in Johore Lama, the property of Mr. F. G. Davidson of the P. & O. Office. About seven o'clock on Wednesday night Mr. Miles left Pengrover in a Chinese kalaot, laden with coffee, bound for Singapore. The crew of these craft, which carry about a hundred piculs, numbers generally about three men but on this particular occasion the Chinese maddo, very luckily as it afterwards turned out, took some Chinese passengers on board, thus raising the total, including Mr. Miles, to ten. The *Kalaot* was off Tanah Merah at about one o'clock there being but very little wind and the night rather dark. Suddenly a long noisy boat and a klong and after one hour had passed again. Shortly afterwards the boat came back again accompanied by another similar boat, and the two made a simultaneous attack on the *Kalaot*. The alarm had, however, already been raised and the crew and passengers, having armed themselves with heavy bamboo sticks, waited to receive the attack. Four of the piratical party were knocked into the water before they could gain foothold on the *Kalaot*, and the number on board evidently being larger than they had imagined for, the rest quickly disappeared in that boat. If it had not been for the cowardice of the Chinese, one of the boats could have been easily captured, but the needless, according to Mr. Miles' story, was afraid of losing time and of other boats coming up to help in the attack. It is not known whether the people in the boat were Malays or Kings but Mr. Miles says that he heard them speaking Tamil and the supposition is that they are *Jaci Perakans* and if this is the case they should be easily detected, as but few of these people are said to live in Tanah Merah. On several occasions boats passing there during the night are said to have been boarded but no violence was offered in the event of their

not answering for the rest quickly disappeared in that boat.

It is not known for certain what had happened to the crew of the boat.

Mr. Miles' story is as follows:—

At 10 a.m. to-day:—

DIRECTIONS TO HOIST THE RED DRUM.

The alarm was given at 7.12 p.m. on the 12th. There was a typhoon E. of the Balingting Channel yesterday indicated by a falling barometer in Luzon. At 9 a.m. the centre was situated between Formosa and Luzon and has now entered the Southern part of the Formosa Channel. Telegraphic communication is interrupted.

11.10 a.m.

The typhoon has now the same direction as stated this morning, and is marching slowly.

Dr. Dobarch writes at 10 a.m. to-day:—

Directions to hoist the Red Drum were issued at 7.12 p.m. on the 12th. There was a typhoon E. of the Balingting Channel yesterday indicated by a falling barometer in Luzon. At 9 a.m. the centre was situated between Formosa and Luzon and has now entered the Southern part of the Formosa Channel. Telegraphic communication is interrupted.

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Mails.

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO
LONDON, HAVRE, BORDEAUX,
DUNKIRK AND ANTWERP.

STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.
*N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.*

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship PEKIN, Captain P. HARRIS, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports of Call, on SATURDAY, 14th July, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 1 p.m. on the day before sailing.

No further Particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, July 6, 1888. 1126

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTIWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco via Yokohama on THURSDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows—

To San Francisco ... \$200.00
To San Francisco and return ... 360.00

available for 6 months ... 325.00

To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 3, 1888. 1103

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the 28th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows—

To San Francisco ... \$200.00
To San Francisco and return ... 350.00

available for 6 months ... 325.00

To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 604, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 11, 1888. 1161

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,
TENTE YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes numerous Notes and original Essays on the Arts, Sciences, Ethnology, Radiology, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be mademoiselle generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of China Mail Office.

The Notes and Queries are still continued and form an important means of obtaining and diffusing among students knowledge on obscure points.

The Correspondents column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consulates, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is as distinguished, cultivated. Amongst the regular contributors are Drs. Chalmers, Little, Bretherton, and Hart, Professor Phillips, MacIntyre, Great, Jamison, Parker, Kippech, Parker, Playfair, Giles, Piton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.00 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, "Manager, China Mail Office."

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, July 1, 1888. 1118

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF SYDNEY will be despatched for San Francisco via Yokohama on THURSDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

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MELCHERS & CO.,
Agents.

Hongkong, July 6, 1888. 1123

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL STEAMER for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those in the Interior, who find the Overland edition a convenient form of news paper for their purpose, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China "hands" and others, both at home and in the Far East, who do not take the daily.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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Hongkong, August 20, 1884.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

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CHINA MAIL—Every Day.

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'CHINA MAIL' OFFICE,
2, Wyndham Street (behind the Club).

Mr. Andrew Wind,
NEW AGENT, &c.

21, PARK ROW, NEW YORK; is
authorized to receive Subscriptions,
Advertisements, &c., for the China Mail,
Overland China Mail, and China Review.

Hongkong, July 11, 1888. 1161

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Harbour *c*. Shipping midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kellett's Island to North Point.
4. From Harbour Master's to the P. and O. Co.'s Office.	10. Kowloon Wharves.
5. From P. and O. Co.'s Office to Pedder's Wharf.	11. Jardine's Wharf.
6. From Pedder's Wharf to the Naval Yard.	12. From Naval Yard to Blue Buildings.

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Fleet's Name. Flag & Rig. Destination.

Never. Brit. str.

Kutang. Brit. str. Swatow.

Peking. Ger. str. Shanghai.

Yangtze. Ger. str.

AMOY.

In port on July 9, 1888.

MERCHANT STEAMERS.

Amigo. German.

Fidelio. German.

Fukien. Brit. British.

Hailong. British.